DUBIOUS ABOUT HARVARD.

GRADUATES CRITICISE THE ROWING POLICY AT CAMBRIDGE.

WILLIAM BLAIKIE INTIMATES THAT THE CREW IS SELECTED THROUGH SOCIAL PRESTIGE

AND NOT MERIT Certain prominent Harvard graduates are in arms minst the present athletic and rowing policy at Cambridge, and interesting developments are ex pected unless a change is made immediatly. Those graduates seen yesterday were loud in their de inciation of the rowing tactics at Cambridge They intimate that if something is not done Harvard this year will suffer defeat at the hands of Yale, as she has done before repeatedly. One critic said: "They are getting down to a queer arrangement up at Cambridge. If a candidate for less on a crew or athletic team does not wear his hair bangtail fashion, part it in the middle and live on Bunker Hill, there is no place for him on the crew at Cambridge."

William Blaikle, of this city, was seen at his office, No. 206 Broadway, yesterday afternoon, and he did not mince matters a particle. Mr. Blaikie rowed in the Harvard 'varsity crew of '66, and he prominent among Harvard oarsmen for years. Mr. Blaikle criticises in strong language the policy that a more competent man should be secured to coach the crew immediately. He says that the race with Yale at New-London is yet two weeks off, and that if done at once much good might result. Mr. Blaikle alleges that the selection of the crew has been made in violation of unior the versally accepted theories, and that superior ma-terial has been rejected for that of an inferior sort. He quotes the records of the trials in the interclass and interclub races to prove his assertion, and he says that the crew has been selected on standards other than those best calculated to make a winning eight. In discussing the situation yester-

I acknowledge that I feel deeply in this matter concerning the rowing policy at Harvard. Star-row and Higginson seem to be the arbitrary power there, and they apparently do pretty much as they please. I may be criticised for discussing this matbut I have been in correspondence with Coach Starrow for some time, with no results

please
w, my son, Cameron Blaikle, had shown himn his work and in practice qualified in every
or a position on the crew, yet I understand
he is not to be selected. He will row any man
rvard College in any sort of a boat, or any
hore, and he would have no fear of the result.

in Harvard College in any sort of a boat, or any distance, and he would have no fear of the result. The entire system up there appears to be at fault. The entire system up there appears to be at fault. Some of the men selected are too light in the barrel and they are too thin in the legs. Such men are not stayers in a boatrace, and they never will be. What is needed in a boat is plenty of beef and payer, for society doesn't count when the athletes bend over the oars. Now, I do not mean to insinuste that social prestige is necessary to secure recognition from a Harvard coach, but there is something, and if it is not that I will admit that I do not know what it is. It is certainly not fair play, and that is what we want. They are honeycombing American athletics.

"I think that the best thing that they can do at Cambridge would be for them to call a mass-meeting and to discuss the matter thoroughly. Then let them select a coach who has been a member of a winning crew, and not a man who has figured in losing crew, such a man I have in mind. I mean a man like General W. A. Bancroft, of Boston. Let the General, who understands rowing thoroughly, go over the dozen candidates left, and from the lot let him select the eight which is to meet Yale. I think that the General would make it his business to run down from Boston to New-London and do this work, and do it heartily for his college. Bancroft was the stroke in the winning crews of 77. "Is and 79. He is the Mayor of Cambridge, the manager of the railroad system in Boston, and the leading citizen-solder of that city. So you see that he is a man of affairs, and that suggestions from him would meet respectful attention."

gestions from him would meet respectful attention."

E. C. Storrow, the coach, was the stroke of the losing team of '87. The present discussion recalls the advent at Harvard of "Andy" O'Dea, of Wisconsin. O'Dea came on last year with the Wisconsin crew, which made such a pretty struggle at Saratoga against Cornell. O'Dea is a professional Australian oarsman, and when Lehmann left Harvard it was thought that an excellent substitute had been secured in O'Dea. Then practically nothing was heard of O'Dea until recently, when the announcement was made that he had resigned, and that he had said the Harvard crew was good only for a spurt. Harvard men who remember the race last year trust that the coming struggle with Yale will be different. Then the Crimson eight got off at the crack of the pistol, falling in behind, and getting further behind at every mile post.

GENERAL BANCROFT'S STATEMENT. IGNORANT OF THE DISSATISFACTION OVER PRES ENT COACHING METHODS-TOO LATE TO

CMANGE THIS SEASON Boston, June 15 .- Harvard men interested in row

ing seem to think that, if there really is any dis satisfaction with the selection and coaching of the Varsity crew, the nearness of the race would make any change at this late hour a questionabl

General Bancroft told a Tribune representative to-day that the first intimation he had received that there was any dissatistaction with the way the Harvard crew was being run was when he saw the statement of Mr. Blaikle asking that he,

Bancroft, be substituted for Storrow.

"I have no destre to become head coach," said General Bancroft, "and even if the position were tendered to me I would not accept it. My connection with Harvard rowing ended long ago, and it is about to consider me as again taking up the place of head exact.

tendered to me I would not accept it. My connection with Harvard rowing ended long ago, and it is absurd to consider me as again taking up the place of head coach.

"I have not known much about the rowing at Harvard for a dozen or more years," he stated, "and, except that I saw the '97 race, know little of rowing affairs. I did not know there was any trouble, and have receive, no intimation that any one has suggested my being asked to coach the crew. I have two sons rowing at Harvard, one on the 'Varsity, the other in his class crew, and I have not heard them say anything about it. The races come off in about two weeks, I believe, and it is rather late for such a course as is suggested." General Bancroft relterated the statement, in closing, that he knew nothing of any favoritism as charged by Mr. Blaikle.

Police Commissioner Clark said: "I have the greatest admiration for General Bancroft, both as a man and as an oarnman. He is successful in rowing, and from the standpoint of success in the past he would make an ideal coach for the future. The race is near at hand, however, and I think that the disposition of any possible changes should be deferred until after it takes place. I hope that a winning principle will be developed."

PENNSYLVANIA ON THE HUDSON. WARD'S MEN DO LIGHT WORK-EXCHANGE GREETINGS WITH COLUMBIA.

Poughkeepsie, N. Y., June 15 .- After three days of inactivity so far as rowing was concerned, the 'var-sity and freshmen crews of the University of Pennsylvania took to their shells this forenoon with an eagerness to make up for lost time that was fine to

The boys spent a comfortable first night in training quarters. Believue Villa, where they are stay-ing, has a cool location, high up on the highland At 5 o'clock freshmen pickets who had been posted to watch for the steamboat on which the shells and oars were shipped from Philadelphia reported the arrival of the boat and roused the two crews out of bed to unload their belongings. As soon as the shells were safely placed in the boat house Ellis Ward, the coach, and his son, who is with the crew as helper to his father, began rigging them, and at 10 o'clock the boats were ready for

The full 'varsity crew did not row to-day 6wing to the absence of Hall, No. 7, and Busch, No. 6, who were detained in Philadelphia yesterday. Their places were taken by substitutes Crowthers and Evans, respectively. Owing to these absences the fourcared crew which is scheduled to row Cornell in a match race on June 27 could not go out, much to the disappointment of the coach, who had the new shell ready for their use. Mr. Ward does not feel very hopeful about this crew, as they have hever sat in a four-oared boat, and he has only ten days in which to get them in shape for their race. He announced the make up of this crew this morning as follows: Bow, Atkins; No. 2, Bechtel; No. 3, Henderson; No. 3, Evans; stroke, Crowthers. Of course, if anything should happen to necessitate a change in the

should happen to necessitate a change in the varsity eight the place will have to be filled out of the four-oared boat. Mr. Ward also announced the positions of the freshmen crew as follows; Bow. Carr. No. 2. Henderson; No. 3. Campbell; No. 4. Harrison; No. 5. Sharpless; No. 6. Huggins; No. 7. Crosdale; stroke, Cregar, captain.

Secretary Reynolds, of the local committee, expects Cornell to arrive Saturday night and the Wisconsin contingent on Tuesday. Andrew O'Dea, will coach the Wisconsin crew. All the crews were out again for evening practice.

JEFFRIES VISITS THE HARVARD CREW New-London, Conn., June 15 (Special).-An invited guest at the Harvard quarters to-day was James J. Jeffries, champion pugilist. Manager C. C. Mann, when he heard that Jeffries was in New-London to umpire a ball game, sent down the Harvard launch with an invitation for the fighter and his retinue to come up and see the college athletes train. Jerfies accompanied by William A Bradriames Daly, William Delaney and Ross O'Neili, pent an hour watching the Harvard men pull the healt through haif-mile app.

YACHTING.

WANTED AT PARIS EXPOSITION.

A meeting of the New-York Yacht Club, which was the resumption of an adjourned general meeting, was held yesterday at 1 p. m. in the Madisonave, clubhouse. August Belmont, rear-commodore, presided, in the absence of Commodore J. Pierpont dorgan, who arrived on the Germanic yesterday but was unable to reach the city. The question of prizes for the coming regattas was discussed, and it was decided to give prizes to the special 30footers. This fleet only came within the cognizance of the club's Regatta Committee some months ago. J. V. S. Oddie, the secretary, read a letter from Admiral Sampson, thanking the club for the use of the club station and for other courtesies while the fleet under the Admiral's command was at New-

A letter had been received from John R. Buchan, who is an attache of the Yachting Committee connected with the Paris Exposition of 1900. Mr. Buchan requested that models of the challengers for and the defenders of the America's Cup should be lent by the New-York Yach: Club, to be exhib-Paris. It has been an unchanging rule that these valuable models, which are the best

that these valuable models, which are the best history of the evolution of "acht racing, should not be lent for any purpose, but it may be that in this case the rule will be relaxed. The question was left to a sub-committee.

The new members elected yesterday were Harrison J. Drummond, Charles E. Danforth, jr., James Baird, J. Herbert Ballantine, Charles Schumacher, George Marshall Allen, Clarkson Cowl., Eugene A. Robinson, A. Wendell Jackson, Edward J. Hail, Charles L. Leonorie, G. Barclay Rives, Edward A. Sumner, Charles E. Potter, Henry G. Runkle, J. R. Stanton, Joseph Alexander McCord, Dr. W. Whitehead Gilfilian, Albert S. Johnson, William Otis Gay, Lieutenant-Commander Kossuth Niles, United States Navy; John G. A. Leishman, Thomas D. Martinez Cardeza, Louis T. Haggin, John U. Fraley, Alessandro Fabbri, Henry B. Lockwood, Lieutenant H. F. Bryan, United States Navy, and Surgeon H. C. H. Russell, United States Navy, and Surgeon H. C. H. Russell, United States Navy, Mr. Oddie, the secretary, said that with these additions the club membership roil numbered 1,400 and the fleet contained 356 vessels.

THE LAUNCH OF THE LATONA. DR. H. C. ENO'S SEVENTY-FOOT SCHOONER TAKES

HER FIRST PLUNGE SUCCESSFULLY.

The schooner of 70 feet water line that was finished at Lawley's yards for Dr. H. C. Eno, of be prepared for the racing of the season as fast as possible. The Latona is 97 feet long over all, 69.9 draught. She is composite in construction, her set up with nuts on her metal frames. Her deck

set up with nuts on her metal frames. Her deck strips are fastened with brass composition screws, set up from underneath, so that no part of the fastening shows on deck. Her top sides are of mahogany, and below decks she will be finished in white and mahogany.

Just aft the main companionway is a large stateroom with double berths. Forward of this, on the starboard side, is a small room, and on the port side a chartroom. Forward of these is the main saloon, extending the full width of the boat, and beyond are a large and a small stateroom on the starboard side, while on the port side are stateroom, pantry, ice chest and galley. The rest of the forward part of the boat is devoted to the men's quarters and chain lockers. The Latona was designed by Clinton H. Crane, of New-York, and she will be raced with the Quissetta and Amorita, of the 70-foot schooner class. After her completion she will generally anchor at Oyster Bay. Her owner, Dr. Eno, lives at Saugatuck, Conn. To New-York yachtsmen this is one of the most interesting boats of the year, owing to the fact that she will help to make the best racing outside the 90-footers.

DIMENSIONS OF THE SHAMROCK

London, June 16 .- "The Times" says this morning: The hull of the Shamrock is made of a new alloy of extreme lightness and strength. Nothing could smoother than the under water surface it makes The yacht is unlike the later challengers in many respects, but the model, except in the matter of draught, is largely that of the fifty-two-rater Saint,

the Alisa.
"The following are her dimensions: Length over all, 125 feet; length on load waterline, 89 feet; beam, 22 feet; length from bowsprit end to main-boom end, 190 feet. Her draught is 19 feet 9 inches, and the height from deck level to topmast head is 138

"It is improbable that she will race on this side the Atlantic."

DANCE OF SEAWANHAKA CLUB. There will be a dance to-morrow night at the Club, at Oyster Bay, beginning at 9 o'clock. The launch will leave the station float at \$:30 o'clock, returning to suit the convenience of members.

WORK OF COLLEGE OARSMEN.

IMPROVEMENT ON THE HUDSON AND THE THAMES-ATHLETIC TEAM TO SAIL JULY 5.

Reports from both Poughkeepsie and New-London the whole sweep of the Hudson River in which to do their practicing until yesterday, when Pennsylvania started in. The University of Wisconsin crew will start for the East soon, and it is declared by people who have seen the Westerners row that they manage to put a good deal of speed into their work. There is also some talk that O'Dea, who is the old University of Wisconsin coach, but who has been at Harvard in the last year, will coach his old pupils when they arrive on the Hudson. Regret is expressed that the freshman crew from Wisconsin will not compete with the other freshman crews. The expense of the trip was so great that it had to

At New-London Harvard and Yale are hard at work There are now five crews on the Thames; all that will arrive, in fact, except the Harvard freshman crew. The Yale eight has covered several

freshman crew. The Yale eight has covered several time rows, in which the record has been creditable. No indication of Harvard's ability has yet been given one way or the other, except that it is noted that the men are in better form than last year's crew. A great many of Mr. Lehman's English notions have been abandoned.

It is now definitely announced that the Harvard-Yale athletic team will sail for England on July 5. As the date of the games has been finally settled as July 22, the time of sailing was postponed so that the athletes shall have only about a week of the British air, which seems to prove enervating to the American runners. All the preliminaries with the English sportsmen have been readily adjusted without the slightest controversy. Nor are one or two members of the Harvard and Yale teams, who happen to be associated with some of the athletic clubs in this country, to be debarred from taking part in the games on the Queen's Club grounds. This disposes of the report that the American team will be crippled owing to the restrictions that the challenge conditions put upon it.

INTERNATIONAL CHESS GAMES. The following are two additional games, played in the London international tournament:

in the Lone	don internation		
	QUEEN'S PA	WN OPENIN	G.
WHITE.	BLACK. Tschigorin,	WHITE.	BLACK. Tschigorin. 2 R—R 6
1 P-Q 4 2 P-K 3 3 B-Q 3	Kt-KB3	25 Kt-K 2 26 R-K B 27 Kt-Kt	Q-R 8 Kt-Kt R-R 4
4 P-K B 4 5 P-Q R 3 6 Kt-K B 3		28 Kt-B 3 29 Kt-K 5 30 B-K	Kt-B3 Kt-K5 R-R6
6 Kt-K B 3 7 Kt-B 3 8 Kt-K 5	10.1-0.2	31 Q-K 2	F-B4 BxKt
9 Q - B 3 10 Q - R 3 11 Kt x K Kt 12 P - K Kt 4	Kt-K2	33 Q P x B 34 P - B 3 35 R x P 36 R x R	R-K Kt Q-Q B 3 R x R
18 Kt-K 2 14 Kt-Kt 3	P-QR4 B-R3	38 B x Kt	R-R 3
15 P x P 16 B x B 17 Castles	R x B R-H3	39 B-R4die c	hR—Kt 3 K—B 2 K—K 3
18 R—B 2 19 B—Q 2 20 K—R 21 R—K Kt	R-K Kt	41 Q—B 8 42 P—B 4 43 P—Kt 3 44 P x P	K-K 3 P-Kt 4 Kt P x P Q-Kt 2
21 R—K Kt 22 Q—B	Q-K3 R-KB	45 P-K R 4 46 Resigns.	Q-Kt 8 ch
Q	UEEN'S GAM		
WHITE. Showalter.	BLACK. Janowski.	Showalter.	BLACK. Janowski. R x R ch
1 P-Q 4 2 P-Q B 4 3 Q Kt-B 3	P-Q4 P-K3 P-QR3	Total (1974) 1874 (B-B P-K R 4 P-Q Kt 4 B x B
4 P x P 5 Q - Kt 3 6 B - Kt 5	K Kt-B3	84 P x B	K-K 2
7 Kt-B3 8 P-K3 9 B-Q3	B-K 2 Castles Q Kt-Q 2	35 Kt x P 86 R x P 37 Kt-Q 7	P x P P—Kt 4 K x P
10 Castles 11 Q R—B	H-K Kt-B Kt (B 3)-Q 2	38 Kt-B 5 ch 39 R-K 4 40 R x P	K-B4 PxP Kt-Kt4
12 Kt—K 5 13 B—K B 4 14 B x Kt	Kt x Kt B-Q3	41 K—B 2 42 P—Kt 3 43 K→K 3	P-R 4 K-K: 3
15 P—B 4 16 P—B 5 17 B—K B 4		44 K-Q3 45 Kt-Q7 46 R-B4	R-K ch P-R 4 Kt-B 6 R-Q
18 Q-Q 19 Q-B 3 20 Q x B	B-Q 2	47 Kt-Kt 6	Kt-Kt 5
21 P-K Kt 4 22 P-K R 4 23 Q-Kt 3	Rt-R 2 P-B 3	50 R-B 51 Kt-Kt 6	K-Kt 4 R-Q 4 R-Kt 4
24 K R-K 25 Q × 9	Q-Kt	52 Kt—B 8 63 R—Kt ch 54 K—Q 3	Kt-K 6 K-B 5 R-Kt

CITIZENS UNION PLANS. The members of the Citizens Union have begun

to make plans for the next election, and have de-cided to nominate independent candidates in many

At a meeting on Wednesday night a report was At a meeting on Wednesday night a report was received in which it was said that good progress had been made by the Union's Committee on District Work in the Vth, XVIIth, XIXth, XXIst and XXXIst districts, and preliminary meetings had been held in the XIVth, XVIIIth, XXth, XXVIh and XXVIIth districts.

RIOTING IN CLEVELAND.

THE NEW-YORK YACHT CLUB MODELS STREET-RAILWAY STRIKERS RESORT TO VIOLENCE.

NON-UNION MEN STONED AND BEATEN-

SEVERAL BADLY INJURED. Cleveland June 15 - While the sixth day of the street-railway men's strike started peacea bly enough there was serious rioting before nightfall, and three non-union men were taken to hospitals in consequence. The trouble began shortly after noon near the Lake View car barns, in Euclid-ave. A crowd gathered and attacked a car on which several non-union men

were riding without police protection. A volley of stones and bricks was hurled at the car, and the conductor, James Murphy, who came from St. Louis, was pulled from the platform. Murphy drew a revolver and fired into the air, and then took to his heels. The mob then assaulted some of the other non-union men on the car, injuring them severely, but the rioters had disappeared when the police ar-

Soon after another car was attacked, apparently by the same mob, which had collected in another place. There were several women passengers in the car, but that made no difference. Bricks and stones were hurled through the windows. The women screamed and made a rush for the doors, and all escaped injury.

The conductor, Anthony Würst, who came from Milwaukee, did not fare so well. A brick struck him in the face, cutting a bad gash, and a stone which hit him on the head rendered him unconscious. The motorman, J. H. Fox, also of Milwaukee, was hit by a shower of bricks and stones, and was so badly hurt that he had to be carried with Würst to the car barns. Both men were sent to a hospital. In this case, as in the other, the mob had dispersed when the police arrived.

A little later a third car was stopped by a crowd of men which had been concealed in the Seawanhaka Corinthian Yacht Club, was bushes at the side of the street. Fifteen or launched on Monday without mishap, and will now twenty men boarded the car and a desperate fight ensued between them and E. W. Newman and C. W. King, the conductor and motorman, both of whom came from Buffalo, Both men were chased from the car and were beaten with clubs and kicked in a brutal manner.

Newman was so badly injured that it was necessary to send him to a hospital, after he had been removed to the car barns from a private house, to which he had been assisted by a woman from the lawn where he was left bleeding and semi-conscious by his assailants. This mob disappeared before the police arrived, most of the rioters having ridden bicycles which were concealed in a lot near by.

About 5:30 o'clock a car left the Lake View barns for town. At Anndale and Wade Park aves., it was stopped by a crowd of men, who began to hurl bricks and stones. The motorman, whose name is Schryver, and who came from Cincinnati, left the car and started to run. He was hit with a brick and badly hurt, but he managed to escape, and has not been seen since,
J. R. Leatherwood, of Cincinnati, the conduc-

tor, stuck to the car. He was finally hit in the temple with a brick, and dropped to the floor of the car. The mob then dispersed. Leatherwood finally succeeded in running the car back to the barns, when he became unconscious, and he is now in a serious condition. The police think this mob was the same that attacked the other

this mob was the same that attacked the other cars, and they are convinced that it is an organized band, whose purpose is to make systematic attacks on the cars.

There were two other incipient riots to-day. One occurred in Willson-ave., where a crowd of men with two furniture vans proceeded to block the cartracks with barrels, tree trunks and all the cartracks with barrels, tree trunks and all sorts of rubbish. Two men were arrested. The police also dispersed a mob in Prospect-st. which was obstructing the passage of a suburban car, and two arrests were made.

The company has offered a reward of \$500 for information which will lead to the arrest of the men who attacked the cars to-day. BUFFALO'S COMMERCE CRIPPLED. RAILROADS ARE TYING UP THEIR BOATS AND

DISCHARGING THE CREWS. Buffalo, June 15.-The strike of the freight handrs is having a serious effect upon the commerce of Buffalo and vessel men are much disturbed. A large number of freight boats are idle. A representative of the Western Transit Company, the lake line of the New-York Central Railroad, said to-day that the line is tying up its boats and discrews and is not accepting freight in the West for lake shipment nor shipping any West

Little work is being done along the docks. There are about twenty-five men at work on the Lehigh Valley docks, the Erie has a number of non-union men at work; nothing is being done at the Great Northern Dock, and few men are working for the

The freight handlers held another big meeting The freight handlers held another big meeting to-night, and repeated their denunciation of the Tuesday night shooting affray and the alleged partiality of the police. They also voted to remain out until the grievances of the Eric freight handlers were remedied. The Eric Railroad has offered the men 15 cents an hour for regular and over time, instead of 14 and 20 cents as formerly paid, but the men demand 15 and 20 cents or nothing.

A delegation of dockmen, headed by President McMahon, waited on Mayor Diehi and demanded the removal of Police Captain John M. Lynch, of the Seventh Precinct, the dock district, alleging that he discriminated against the dockmen in favor of the contractors. The Mayor advised that formal charges against Captain Lynch be made to the Police Commissioners, and this will be done.

The seventeen men arrested for the shooting at the Minnesota dock on Tuesday night are held without ball until the injured men are declared out of danger.

JAMAICA'S ENVOYS IN WASHINGTON.

RECIPROCITY COMMISSIONERS SOMEWHAT IN THE DARK AS TO THEIR WORK

Washington, June 15 .- The Commission sent from Jamaica to this country to further the commercial relations of the United States and Jamaica arrived here to-day. The party comprises Messrs. Bell, Gideon, Farquharson and Miles. They will call at the British Embassy to-morrow and have a conferwhich their line of action will probably be mapped So far the delegation is somewhat at sea as to what is contemplated under the reciprocal arformation, according to their statements to-night formation, according to their statements to-night, has been an official cable dispatch sent to Jamaica from Washington shortly before their departure from Jamaica, announcing that reciprocity negotiations had been opened, and advising the island to send a commission to Washington. What concessions the United States will ask of Jamaica in return for reduced duties on sugar, fruits, etc., the Commission does not know, though there are a variety of products, foodstuffs, drygoods and the like, to which any reduction in the Jamaican tariff might apply.

SHOOTING.

THE SIXTY-NINTH REGIMENT AT THE RANGE AT CREEDMOOR.

Creedmoor, June 15 (Special).-The range was occupied to-day by the 69th Regiment, under the command of Colonel Edward Duffy. There were 230 officers and men present, also several officers of the late 169th Regiment. The results by

			class.	Marksmen's qualifications
Field and	staff		CONTRACT !	
Non-comt	nissioned	staff		
Hospital	corps	**********		44
Company	A		21	
Company	B			1
Company	Comment			
Company	D		6	
Company	E	**********		
Company	F			
Company	G	*********	17	1/
Company	H			
Company	1			
Tomation to	K	*********		
Supernum	erary			
		the volley		

Four manufacturers engaged in the knee-pants making industry and employing less than sixty hands, yielded yesterday to the demands formulated by the strike committee and presented by Leader Max Pine The strikers probably will return to work to-day in the shops of the contractors who have acceded to the demands of the union. Other settlements are expected to follow. THE PASSING THRONG.

Lieutenant F. Winslow, U. S. N., retired, a coust of the famous commander of the Kearsarge, is at the Albemarle, and yesterday he told a Tribune re-

porter a new story about Admiral George Dewey. STORY "In May, 1875, Admiral Dewey ABOUT was commander of the old Narra-DEWEY gansett," said Lieutenant Winslow

and he was detailed to surveying

the Gulf of California and the shores of the coast of the peninsula. It was not long after the Virginius affair at Santiago, and the feeling toward Mexicans and Cubans was none too cordial. The Narragansett reached La Paz, near the southern end of the peninsula, and we no sconer got ashore than we heard that an American mining engineer and some Englishmen who owned the mine were prisoners in their mining shantles, forty miles back of La Paz, in the mountains. The American had resented an insult, a quarrel followed, and

resented an insult, a quarrel followed, and the American killed two Mexicans. The friends of the latter swore they'd kill the Yankee and the Englishmen, too, and the latter were soon obliged to barricade themselves. This slege had been on for several days when we dropped anchor.

"As soon as commander Dewey heard of it he was very much interested. The next day he sent a messenger to the Mexican Colonel in La Paz, who had a garrison of 600 soldlers there, asking him what he was going to do to give the American a trial before he was shot.

"Oh, he got into the trouble—let him get out,"

was going to do to give the American a trial before he was shot.

"Oh, he got into the trouble—let him get out," said the Mexican.

"Commander Dewey didn't like this reply, and the more he thought about if the angrier he got. The next forenoon he sent a note to the Mexican colonel telling him that an American citizen's life was in danger, and that the man was entitled to a fair trial. He told the colonel that he would allow him just twenty-four hours to rescue the American and protect the Englishmen. If at the end of that time relief was not on its way to the little mining party he would bombard La Paz and burn it.

"When we heard what Dewey had done we were all frightened.

"Does he mean it?" we asked one another.

"As for myself, I was soon satisfied that he meant every word of it. I was in command of the guns. We had only two old howitzers on the Narragansett, the larger guns having been left temporarily at the Mare Island Navy Yard.

"Get those howitzers ready for to-morrow morning and inspect all the small arms and ammunition, said Dewey to me. Then he called the men to quarters and estimated that of the crew of about 120 we could land ninety able, armed men as a storming force. We drilled the men all that after-

Mexico.

At daybreak a Mexican corporal came on board with a message from his colonel saying that the Narragansett's commander's request would be complied with. Early that morning we watched three hundred armed Mexican soldlers start for the mining camp, and we kept the old howitzers trained on La Paz till the soldlers returned with the American engineer. When Dewey reported to Washington on the matter he minimized the importance of it, and it was passed over as a mere incident. Lieutenants Harris and Wright were on the Narragansett then, and Harris, at least, was with the fleet at Manila. It is somewhat singular that at that time, when we were expecting a declaration of war against Spain on account of the Virginius affair, Commander Dewey had his plans all made to sail the Narragansett to Manila."

"The most novel ride I ever experienced," said Count Cassini, Russian Ambassador to the United States, at the Waldorf-Astoria last night, "was a fourney of about twenty-five hun-

dred miles through Mongolta, in October and November, 1897, just after I closed my term as Ambas NOVEL travel overland through China and Russia to St. Petersburg, a distance of eight thou-

sand or ten thousand miles. Two thousand fivhundred miles of this was through Mongolia, and hundred miles of this was through Mongolla, and the Chinese officials planned my journey. They provided sixty changes of horses, and at each changing point they had sixty horses, making in all 5,000 for my personal use. At the end of each pertion of the route ciaborate preparations were made for my entertainment. The roads of Mongolla are excellent, and we made remarkably quick time to the Bussian frontier. My hardest experience was in crossing the River Oby, one of the great rivers of Siberla. The thermometer marked 50 degrees below zero, and the river was full of floating ice. I shudder yet at the thought of that river trip. I don't know how we ever got across, for I thought I should die with the cold. I afterward learned that October and November were the worst months of the year to make such a trip."

Isaac E. Chapman, of the Merritt & Chapma Derrick and Wrecking Company, says he fears the Paris, now fast on the Manacles on the English coast, will never again be seen in HOPE OF counts," said he, "I believe she THE PARIS, will never be floated again, and she

will no doubt keep company with the Mohegan. Several years ago my firm succ in floating the Olinda off Fisher's Island, but she was lost in the end. We pulled the St. Paul out of the mud and send when she went ashore off Long Branch. She was stuck there from January 25 to February 4, 1886, but her condition was never so serious as that of the Paris."

J. J. Richardson, publisher of 'The Davenport Avenue Hotel. He is to sail to-morrow on the Campania for a short trip to the GIVING UP other side. He was eight years a member of the Democratic Na-FREE tional Committee.

"The free-silver Democrats The free-silver Democrats of free-silver fad, said he last night. "The State Committee has appointed Cato Sells, a moderate Democrat with no free-silver record, as temporary chairman of the next State convention. There is a feeling among the Democrats of the State that free silver has played itself out as an issue, and it is extremely doubtful if the next State convention indorses the Chicago platform."

W. G. Busk, of Coleman, Tex., an English ranchman, is at the Fifth Avenue. "The farmers of Texas are doing well this year," said he. "Early the wheat crop was nearly ruined. FARMERS Some of it was replanted. DOING WELL came a succession of heavy rains, and the crops, as a general thing,

and the crops, as a general thing, are in good shape. The biggest cattle ranch in Texas is owned by Mr. Farwell and his Chicago friends. It is known as the Capitol Syndicate Ranch, and comprises 3,000,000 acres. It lies in the extreme western end of the State, next to the New-Mexican line. Farwell organized a syndicate which built the State Capitol Building, for which this big land grant was given in exchange. Hence the name 'Capitol Syndicate.' This ranch is small, however, compared with that of old Schor Teyasas, in Chinahua, o'd Mexico, who brands 40,000 calves a year. The great aim of the ranchmen in Texas now is to improve the grade of cattle. The Devons and Shorthorns are being discarded, and the Herefords have the call. The latter stand the climatic changes, and do better on Texas grass than any other breed."

MERRIMENT OF THE STROLLERS. The Strollers had their sixth annual "Royster"

last evening at Weber & Fields's Music Hall, which was filled with the members of the club and their friends. The leading feature of the programme was a musical satire entitled "The Rightful Heir," by Arthur Sturgess, J. Cheever Goodwin, Richard Henry Warren and Emile A. Brugulère. The actors in it were Meriam Bruce, J. Williams Macy; John Boyle, Joseph G. Lamb, George Newell Hamlin, Leonidas M. Lawson, jr., Mackenzie Gordon, F Berkeley Smith and J. Cheever Goodwin. A recep tion was held at the rooms of the club after the performance. The following were some of the numerous notices printed on the programme: "The Scotch accent used by Maggle is from the wellknown firm of Stevenson, Barry & McLaren."
"Tickets purchased from speculators will not be taken up at the door, but the holders will be."
The bronchial troches used by Fernando before "The bronchial troches used by Fernando before taking his top notes are loaned by Blank & Co., No. Ought, Dash-st"; "Positively no floral tributes will be passed over the footlights. Such as contain diamond necklaces should be sent to the stage door on Twenty-ninth-st."; "the Entertainment Committee hopes to succeed in having the performance finished before 12. In that case an adjournment to the café of the Music Hail for a half hour or so will precede a general rendezvous at the club roomsduration unlimited. There will be an automobile race from The Strollers to Manhattan Beach at 5 a. m., for those surviving the wreck."

Chicago, June 15.-Norman Williams, the well-

known lawyer and capitalist, is at the point of death at his summer house, Little Boar's Head, Rye Beach, N. H. Mr. Williams has been a sufferer from Bright's disease for three years. Since April, when he went to Rye Beach, he has been falling gradually, and advices to friends and relatives in Chicago are to the effect that he is only occa Chicago are to the effect that he is only occasionally conscious and his condition is extremely
critical. At the house of Arthur J. Caton, a brother-in-law of Mr. Williams, it was said that hope
of the recovery of Mr. Williams had been practically abandoned.
In addition to Mrs. Williams and a son, Norman
Williams, ir., who are at the sick man's bedside
the family consists of Miss Mary Williams and
another daughter, Mrs. Laura Norman Merritt,
who married Major-General Wesley Merritt, U. S.
A., in London last October.

FREIGHT STEAMER AGROUND.

Newport, R. I., June 15.-The Winsor line freight steamer Norman, bound from Providence to Philadel-phia, went ashore at midnight last night on the north and of Rose Island during a dense fog. The Norman

left Providence yesterday afternoon. She put into COL. FRANCIS TO RETIRE. place at 10 o'clock. Approaching Newport, she ran into a dense fog, and near Rose Island Captain Chase turned out to clear a line of barges at anchor In turning again the Norman grounded about fifty feet east of the buoy marking the channel. The engines had been slowed down and the boat went on easy, but it was high water, and while she lies easy on a hard bottom, she apparently is grounded forward and aft.

TAMMANY AND KILLARNEY.

M'CHUCK TELLS A HITHERTO UNPUB-LISHED LEGEND.

Daniel McChuck, the well-known sewer spector of the Twelfth Ward, Brooklyn, sprung something of a surprise on his associates at the Klondike Saloon the other night by telling them that Tammany officials were trying to raise a sub scription of more than \$100,000 to buy the Lakes of Killarney in order to recover from the bed of the which has been there ever since the year 900.

Flaherty, McCloskey, Rooney, McLooley and a score of others were all there, and were talking bout the defeat of Fitzsimmons when McChuck's familiar face appeared in the doorway. Then foiowed a respectful silence, as became minor men in the presence of growing greatness as personified by the sewer inspector.
"Av coorse," said McChuck, as he borrowed a

chew of tobacco from the bartender, a thing he never did unless he had something important on his mind, "av coorse, yiz is all chinnin' about the fight, but that's only a fleabite compared with what I've got in me moind at this minute."

Breathless expectancy was depicted on every countenance as the sewer inspector paused, and the stillness was almost oppressive as he pro-"I have the anner to announce to yiz, felly citi-

zens, that Tammany Hall has decided to buy the Lakes of Killarney fur a pooblic park."

When the full significance of this announcement was grasped by Flaherty and others they began to cheer and dance jigs.
"Yis, me felly citizens," continued McChuck.

"Tammany is goin' to buy dear owld Killarney, the original gairden of Eden an' the great brain microbe projucin' cinter av the prisint day. good frin', Andy Freedman, tould me all about it to-day. I seen him at a lunch counter, and while I'm obliged to confiss that he forgot to ask me to ate wid him he was still extramely cordial to me, an' he sez, sez he: 'Danny, Danny, me owld college chum'-jist like that, moind-'we're goin' to buy the Lakes of Killarney, so's we kin have a pace av the owld sod fur a picnic ground. We'll buy it on the instalment plan, sez he, 'an' the payments will be dead aisy.' An' thin he showed me the subscription list. "Ye see," said Danny, after reading the alleged

list, "it begins wid Dick an' inds wid Andy, like all the good things in Tammany Hall. An', gintlemin, as Andy read the names av these distin-guished fillauthropists, yez shud have seen the sublunary expression av his countenance, from his His buzzum heaved wid emotion, an' the tears av joy rolled down his automobile countenance an' across his cosmocrete necktie clear on t' th' tablecloth, an' whin he found wurruds to express himsel' he called a waiter, and

"Waiter, me tears hez dripped into this gravy an' made it too salt for use, an' will yez plaze git me another sasser full, an' don't charge me nothing extry on me bill, see? sez he."

As the sewer inspector paused to note the effect of his narrative there was hardly a dry eye in the house, and it even sprinkled a little outside. Only McLooley, a plumber's assistant, and under suspicion of having sold his vote at the last election, was sceptical.

"I say, Danny," said McLooley, "wuz Bourke Cockran an' the others prisint when their names wuz put down fur de dough?" This was so clearly an insult to the sewer inspector that the spectators began to get ready to dedge something, but McChuck, though intensely

angry, showed marked self-control. "McLooley," said McChuck with withering sarcasm, "McLooley, bein' a plumber's assistant, ye haven't that fine sinse of dissimlocution which makes a man worth countin' between elections. Begad, McLooley, whin I glance at the shape av your head. I'm reminded av the fact that Dame Nature tuk a day off about the time ye were born, an' put in an afternoon playin' wid live trolley wires, spinnin' tin tops, chewin' gum an' makin' mud pies. I'll give yiz a quarther av a minute to

the night lookin' fur rain."

McLooley acted on the hint, and as soon as he was gone McChuck resumed his remarks.

'As soon as me fri'n' Andy had recovered himself, he sez to me 'Danny, I have a great regard fur ye, an' I've decided to let ye an' yer fri'n's at the Klondike saloon. have \$490 av me \$500 subscription, an' I'll take yer onal note fur the balance. monthly salary merely as a matter of form an' as

personal note fur the balance, wid a lien on yer monthly salary merely as a matter of form an' as an' evidence av good faith on my part.' Av coorse, I couldn't refuse Andy, an' thin I asked where I wuz goin' to make anny money in the job. Thin he expiained to me as how he wuz organizin' the Killarney Association in Tammann, wid himself as treasurer and Richard Croker as prisident, and that every member will be obliged, in order to hold his job in Tammann, to visit the owld sod wanst a year and stay a week at the Freedman Hotel there, an'." said McChuck, stammering and hesitating, "an' I'm to have the bar an' boatin' privilege on the lakes. Andy has it all figured out, an' he sez I'll make alsy \$10,000 a year, only half av which I'll have to hand over to him."

"Danny," said Rooney, softly, as a man will speak with something on his mind, "air yez still cockshure Andy Freedman is an Irishman?"

"Am I sure!" echoed McChuck with fine scorn. "Am I shure? Av coorse I'm shure. He showed me the papers. He has thim in his safe wid his baseball contracks. He has a dockymint showin' that in the year 900 wan av his ancestors, O'Hara be name, wuz an Irish king, an' wuz killed in a fight wid King Alfred the Great, a Britisher. The British wuz goin' to mutilate his body, but his solders swiped him away in the night, tuk him out on Lake Killarney and sunk him wid a rope tied round his waist. Andy sez that at that time the lake was a muddy, no-account body av wather, but the burryin' av this sterling Irish king in its midst made the watther a pure green forever aftherward."

ward."
This hitherto unpublished legend created a profound sensation in the minds of the habitues of the Klondike, but McChuck suppressed the applause and continued: Klondike, but McChuck suppressed the applause and continued:
"An' that wuz not all, said he. Whin the dead king's brother an' sister pulled up the body after the British wuz gone, they found that it had been petrified into a perfect emerald—or at least half avit had. The body broke in two. The other half is still at the bottom av the pond t' this day. The recovered half was broke up small and distributed among the king's relatives. Andy, wid a natural pride in his ancestor, wants the other half av the king's petrified body. God rest his sowl, an' that's why he has started this subscription to buy the Lakes av Killarney fur a picnic ground. Whin he gits that other half av his forty-eleventh grand-dad, we'll all have a small piece av him fur shirt studs and cuif buttons. Now, Rooney, kin yez any longer doubt about Andy Freedman bein' an original Celt."

Rooney answered by subscribing \$25 to the Kill-brow find and hand and hand and hand hard.

inal Ceit?"

Rooney answered by subscribing \$25 to the Killarney fund, and Daniel McChuck had won another great moral victory.

WILL SAIL TO-DAY TO CONSULT CROKER TAMMANY'S AGENT WILL GET HIS DECISION ABOUT THE KILLARNEY LAKES.

Tammany plans to buy the Herbert estate, w includes Muckross Abbey and the best parts of the Lakes of Killarney and create a National Irish park, seem to be taking form and shape rapidly.

James B. Roche, Member of Parliament for Kerry,
who is in this city for the purpose of trying to arrange for the sale of the estate, has been in consultation with John F. Carroll, James J. Coogan, George W. Plunkitt, Lawrence Delmour and other Tammany leaders who are close to Richard Croker, and they have determined to recommend the purchase of the estate by Tammany. They will send a representative to see Mr. Croker and talk over the plans with him i- England. Mr. Croker will decide, but his friends in Tammany are of the opinion that he will decide to have Tammany buy

opinion that he will decide to have Tammany buy the estate

The Tammany representatives will sail to-morrow. Mr. Roche is going to see Mr. Croker also, but he said yesterday that he would not sail from this city until next Wednesday. He has been urged to go to Boston and talk to some Irishmen there, who have declared that they ought to have been consulted about plans to have the Lakes of Klilarney purchased by Americans. Mr. Roche will go to Boston this evening and meet the men who have expressed a desire to join in a movement for establishing an Irish National park.

The property which includes the Lakes of Klilarney, is now owned by the Standard Insurance Company, of Scotland, which forcelosed mortgages amounting to about \$400,000. Mr. Roche said yesterday that the company had given an option for the purchase of the property at \$100,000, and would lose about \$300,000 under any conditions. Plans for raising the money will depend upon Mr. Croker's decision. It is in the plans to place the property in the custody of ex-officio American trustees, and among them may be the Mayor of New-York and the Archbishop of New-York.

THE REV W. O. EMBURY DEAD. The Rev. W. O. Embury died yesterday at Inof Mercy and other institutions at Inwood-on-Hudson, which are conducted by the Sisters of St. Mary. The funeral will be held at 2 o'clock to-morrow afternoon at the Holy Rood Chapel, in One-hundred-and-eighty-first-st., this city.

MAJOR W. G. BATES BECOMES SENIOR OF-FICER OF THE SEVENTY-FIRST.

SURGEON WILLIAM D. BELL RESIGNS-

MAJOR DANIEL M. STIMSON REFUSES TO LEAVE THE SEVENTH.

Colonel Augustus T. Francis, in command of the 71st Regiment, has asked to be placed on the retired list, and his application was favorably indersed and forwarded to headquarters yesterday by General George Moore Smith, who is in command of the Fifth Brigade. When the 71st Regiment went to the front

Colonel Francis, who had been major of the old command, was made colorel of the 171st Regiment, and did good work in organizing and drilling the provisional organization. After the 71st Regiment returned and took possession of its armory the provisional regiment was mustered out of the service, and, Colonel Downs having fesigned, the Governor appointed Colonel Francis to the command of the regiment, and he held the place during that stormy period in its history which was marked by investiga tion and inquiry. With Major Clinton H. Smith relieved from

duty, awaiting the action of the State Examining Board, Major William G. Bates now becomes the senior officer, and will have command of the regiment until another colonel is appointed by the Governor or elected. Colonel Francis has a long and honorable

record in the Guard. He enlisted as a private in Company C, 71st Regiment, in March, 1860. in Company C, 71st Regiment, in March, 1860, and was a corporal in that company when the regiment went to the front in 1861. He remained in the volunteer service until September 2, 1862, and became first lieutenant of his company in June, 1864. On December 11, 1863, he was commissioned adjutant of the regiment, and resigned in August, 1871. On March 4, 1885, he re-entered the service as adjutant, with the rank of first lieutenant, and became captain of Company C on March 19, 1886, and major on May 23, 1893. Colonel Francis's commission as commanding officer of the 171st Regiment was dated June 3, 1898. The resignation of Major William D. Bell,

The resignation of Major William D. Bell, surgeon of the 71st Regiment, has also been forwarded to brigade headquarters. Dr. Bell's surgeon of the 71st Regiment, has also been forwarded to brigade headquarters. Dr. Bell's friends have been quoted as saying that his action was taken because the place of surgeon on the staff of General George Moore Smith had not been offered to him when Dr. Emmet resigned. General Smith said he did not believe that Dr. Bell's resignation was prompted by disappointment. No successor to Dr. Emmet has been named by General Smith. The place was offered to Major Daniel M. Stimson, of the 7th Regiment, but he declined the honor, saying that he would rather finish his service in the 7th, of which he has been an officer since November 15, 1878. MAJOR LYNCH WANTED FOR COLONEL

HE MAY GO FROM THE SIXTY-NINTH TO COMMAND THE IRISH VOLUNTEERS. Major Thomas F. Lynch, of the 69th Regiment

received a full and honorable discharge yesterday from regimental headquarters. He is one of the seven officers of the regiment who resigned a few days ago. As soon as his friends heard of the discharge, they urged him to take the colonelcy of the Irish Volunteers, now held by Colonel Scanlan. who took the place temporarily and has offered to Major Lynch has always been popular with the

Volunteers, although a strict disciplinarian. When reception was given for the officers and men of the 69th by the Volunteers in the Grand Central Palace last winter, Major Lynch was cheered to the echo, and a number of Volunteers picked him up and carried him about the hall on their shoul-The news that Major Lynch might become colonel

of the Volunteers has caused considerable comment in the 69th among the officers who have been deploring the lack of interest in the recruiting, which by some is said to be almost at a stand-still. Some said that nearly the entire strength of Company K, of which Major Lynch was long the ceptain, and of Company I, would go with him into the Volunteers. These two companies are now without regular commissioned officers, owing to the recent resignations. The Volunteers have been long considered as rivals to the 69th, and it is said that Colonel Moran is credited with the intention of breaking up the 69th, when he organized them. git troo that dure, an' yiz might spind the rist av

Major Lynch yesterday said:

While at present I cannot say anything about my candidacy for colonel of the Volunteers, I can ray that it is composed of an exceptionally fine body of men, who, if properly drilled, would be a credit to any commander. I consider that the only real chance for the Irish people to have a tepresentative military organization in this city is through the Volunteers. I believe that the military authorities are opposed to having any Irish regiment in the National Guard, and are simply laying their wires so as to get it into such a deplorable condition of disorganization as to warrant its disbandment. If this is not their plan, why have they ignored every charge made by the officers through military channels, bearing on the troubles in the regiment? Why have they denied a court of inquiry asked for by the officers in the proper manner? A court of inquiry is a right accorded by the Military Code to officers to free them from conditions that hamper their usefulness, and it is inexplicable why the officers of the 69th have been refused this privilege of righting their wrongs.

Just before the war with Spain the Irish Volunters twelve hundred strong, offered their services Major Lynch yesterday said:

Just before the war with Spain the Irish Volun-teers, twelve hundred strong, offered their services for the war, and the organization, not being ac-epted, the men joined the 65th in large numbers.

TWO FREE BATHS OPENED.

Two of the free city baths were opened to the public yesterday. The announcement made a few days ago that the authorities in charge had decided to open them for the season was heralded with delight by the hundreds of persons who have not the money with which to go to the "pay" baths. At the Battery the bathers appeared early and stayed late. The superintendent in charge said that the baths were visited by fully 1,000 persons.

that the baths were visited by fully 1,000 persons.

When the East Side boys learned that the Corlears-st, baths would be opened at 6 o'clock last night they made preparations to be there when the doors were opened. During the day a large number of persons paid five cents for the privilege of taking a bath. When the doors were opened last evening there was a rush, and soon several hundred boys and adults were in the water. HORSE RUNS THROUGH MADISON SQUARE.

A horse attached to a cab owned by Mason, the liveryman in West Twenty-eighth-st., ran through part of Madison Square yesterday afternoon, and did considerable damage before it was finally captured. The animal, which was driven by John Kilpatrick, of No. 318 West Thirtieth-st, was standing in front of a store in West Twenty-third-st., when suddenly it started to run toward the East Side. The driver made a leap for the horse's bridle, but falled to catch it. At Madison Square the ant-mal turned into the Park and continued on its wild mal turned into the Park and continued on its wild run, knocking down benches and breaking several of the smaller trees. It then turned out into Twenty-third-st. again, and ran up Madison-ave. a short distance, and again turned into the Park. The horse continued to run, pulling the cab after it. It was finally caught by som of the men in the park. The cab was badly damaged. Consider-able excitement was caused among the occupants of the benches, but no one was hurt.

THE HERRMANN SALE.

The sale of the Herrmann curios and effects was inished yesterday afternoon at the Fifth Avenue was somewhat larger than on the previous days, was somewhat larger than on the previous days, but the prices obtained were small. The two dogs, which were the property of the magician, one of which was a Great Dane, known as General, and the other, a St. Bernard, named Cora, were sold for \$20 each to an auction broker. The sable-lined fur coat which Herrmann always were brought \$120.

REAR-ADMIRAL PIERCE CROSBY DEAD, Washington, June 15.-Rear-Admiral Pierce

Crosby, retired, one of the last of Farragut's active officers in the stirring sea fights of the Civil War, died here to-night from diabetes, aged seventy-six. He had a most active naval career, figuring in the capture of blockade-runners, and assisting in the reduction of forts, particularly at New-Orleans and Mobile. He also saw service in the Mexican war. His prominence in naval affairs continued after the Civil War, and he was assigned to important sta-tions in the service. At one time he was in com-mand of the Washington Navy Yard. Admiral Crosby was retired in 1883, having seen forty-eight years of active service. Since his retirement he had lived in Washington.

RAID NEAR FIFTH-AVE.

Detectives from the West Thirtieth-st. police sta-tion at 12:30 o'clock this morning made a raid on the house at No. 9 East Twenty-seventh-st. and arrested five young women and two young men The men described themselves as electrical and civil engineers. The neighborhood in which this house is situated is a good one. Complaint was made by occupants of houses in Twenty-eighth-st. which ad-joined. The house was once kept by Hattle Adams, which the Rev. Dr. Parkhurst investigated in his crusade in 1894.